



U.S. Department of  
Homeland Security  
**United States  
Coast Guard**



## Incident Report: Davy Crockett Emergency Response

(Information is considered to be accurate at the time of posting, but is subject to change as new information becomes available.)

Update as of May 21, 2011

Incident duration:	115 days
Personnel Currently Assigned:	49 response contractors, federal & state
Injuries	0
Total oil water mixture recovered to date	1.5 million gallons*
Debris removed to date (e.g. metal, wire, wood)	1.6 million pounds
Samples analyzed to date (e.g. water, oil sediment)	157
Obligated costs to date (including coffer dam construction)	\$14.5 million
* This figure represents the amount of oily water mixture that has been recovered directly from the Barge Davy Crockett during response operations. An initial unrecovered release of an estimated 70 gallons of oil was documented on January 27, 2011 the day the vessel was discovered to be leaking oil.	

### Operations Update, May 23, 2011

#### High River Levels

The Columbia River at Camas is running high due to spring snow melt and runoff from recent heavy rainfall. The river level has been approaching the 19-foot level at the work site and has over-topped the cofferdam in several areas.

The cofferdam remains structurally sound and no reinforcement is required but measures were taken to clear debris and better secure on-site work vessels. The impermeable oil and silt barrier was detached from the cofferdam and repositioned to ensure that any oil released during work on the Davy Crockett is contained. No tar balls or oil sheen have been observed outside the oil and silt barrier or downstream from the work site.

Except for a short suspension of dive operations at the onset of high river levels, dive operations, topside cutting on the stern section, metal cleaning and wastewater filtration are continuing at the Davy Crockett work site.

Because high water is expected to continue and likely rise even higher during the next few weeks, the Davy Crockett Unified Command is monitoring river levels very closely in coordination with NOAA's Northwest River Forecast Center, U.S. Army Corps of Engineers and the Port of Camas-Washougal.

### Operations Update May 16-21

High river levels resulted in a short suspension of dive operations in order to reposition the impermeable oil and silt barrier, clear debris between work vessels and the cofferdam and re-secure the work barges.

Despite the high river levels, however, more than 22 dives were conducted from May 16 through May 21. Dive teams completed removal of all double-bottom tanks from the cargo hold #3 area and began preparations to remove double-bottom tanks from the cargo hold #2 area.

By the end of the week, topside crews had removed all remaining side shell and upper steel from cargo hold #4 and upper steel and heating coils from both port and starboard deep tanks. The machinery space is all that remains for upper steel removal on the stern section of the Davy Crockett. More than 480,000 pounds of steel was removed during the week including a one-day record of 160, 475 pounds on May 19.

### **Davy Crockett History**

The Davy Crockett is a former Navy Liberty Ship that was converted to a flat deck barge. As with many aging vessels, ownership has changed several times over the years. The most recent ownership change is believed to have occurred in mid-2010. The vessel is located on Washington state-owned aquatic lands.

For up to date information, refer to the Ecology website at:

<http://www.ecy.wa.gov/programs/spills/incidents/DavyCrockett/DavyCrockett.html>